



Illinois Department of Transportation

Community Advisory Group Meeting #5

November 20, 2014

McHenry County College Shah Center



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

McHenry County

Introductions

- Illinois Department of Transportation
- STV Incorporated and Huff & Huff Incorporated
- Community Advisory Group (CAG) Members
 - » Please refer to list provided in Binder.
 - » Introduce yourself and state the community in which you live and/or which group and/or government agency you represent.



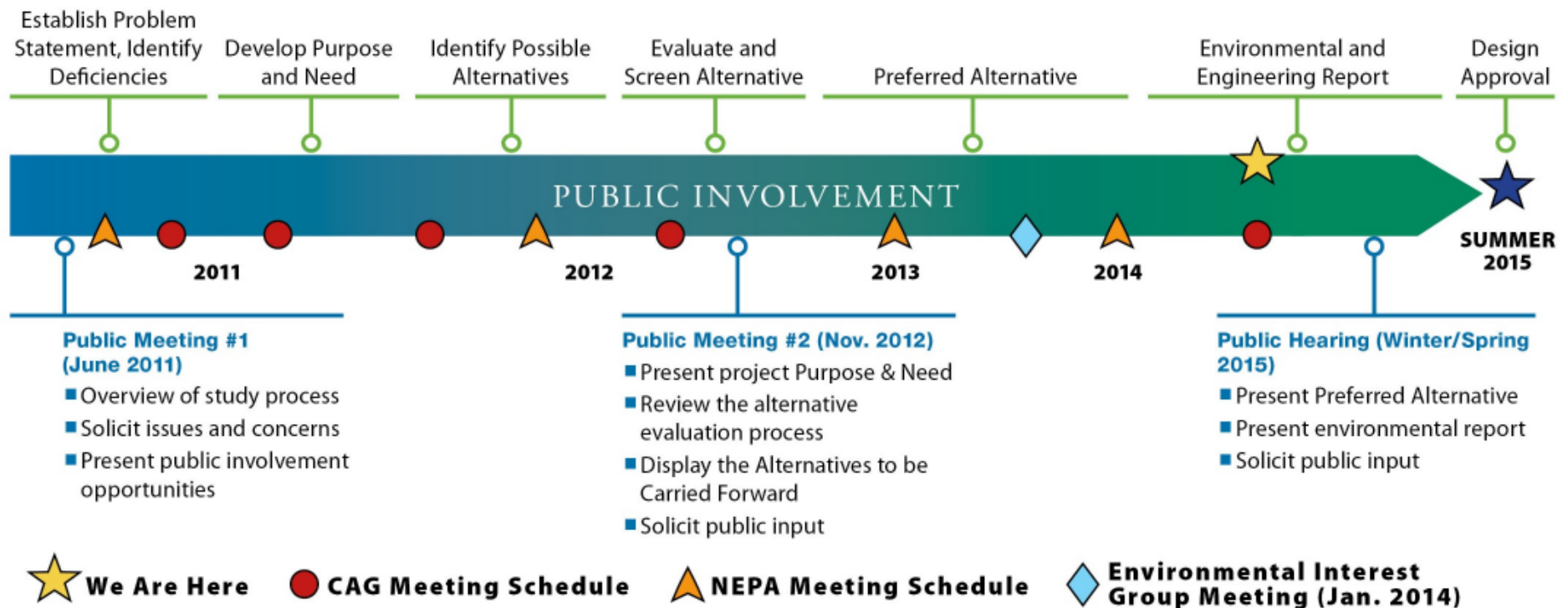
Agenda

- Project Update Since CAG Meeting #4 (May 2012)
- Review Preferred Alternative
- Workshop
- Summary
- Next Steps

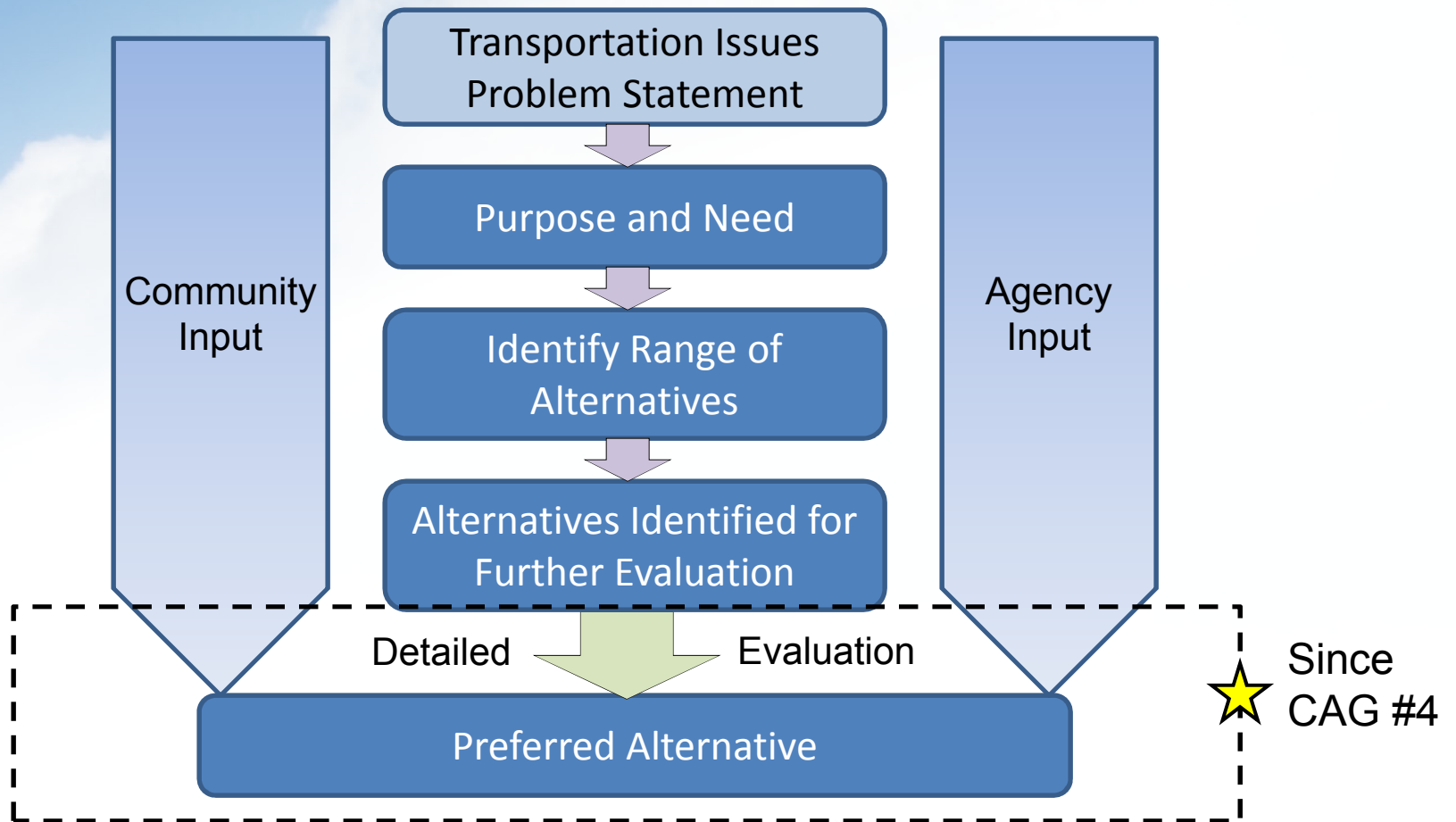


Phase I Study Schedule

PROJECT MILESTONES



Alternative Development



Project Update

- CAG Meeting #4
- Public Meeting #2
- Local Agency Coordination
- NEPA/404 Merger Meeting #3 – Alts Carried Forward
- Environmental Interest Group Meeting
- NEPA/404 Merger Meeting #4 – Preferred Alternative
- Technical and Environmental Studies



Summary of CAG Meeting #4

- May 22, 2012
- Presented Alternatives to be Carried Forward and Access Management Workshop
- 20 Attendees
- Comments include:
 - » Exhibits were acceptable to present at public meeting; no intermediate build option for IL 120 intersection
 - » Preserve surrounding natural features, water quality, and recycle removed trees
 - » Speed enforcement in reduced speed areas
 - » Minimize impacts to environment, especially wetlands
 - » Access at specific driveways and side street locations were discussed



Summary of Public Meeting #2

- November 15, 2012
- Presented Purpose and Need, Range of Alternatives, and Alternatives to be Carried Forward
- 69 Attendees
- 45 Comments; Variety of Topics:
 - » Impacts to properties / building removals / land acquisition procedures
 - » Barrier median restrict commercial access / request for median openings
 - » Favor improvements, especially inclusion of pedestrian accommodations
 - » Avoid tree impacts (especially old oak trees) where possible
 - » Impacts to environment / water quality
 - » Driveway access / design for specific properties



Summary of Local Agency Coordination

- **Village of Prairie Grove Coordination**
 - » Received letter supporting 30' Raised Median option on April 5, 2013
 - » Requests inclusion of water quality features and low maintenance plantings
- **City of McHenry Coordination Meetings:**
 - » April 11, 2013 and October 15, 2013 (City Staff)
 - » March 12, 2014 (Public Works Committee – Open to Public)
- **McHenry Major Concerns: IL 120 Intersection Impacts, Business Access, Unnamed Tributary Flooding**
- **Resolution of concerns:**
 - » IL 120 Intersection Alternative A (Minimum Impact)
 - » Extended Flush Median / Two-Way Left Turn Lane (TWLTL) south to High Street
 - » Proposed Drainage Improvements at Tributary Crossing



Summary of NEPA/404 Merger Meetings

- June 25, 2013 and June 25, 2014
 - » US Fish & Wildlife Service (USFWS), US Environmental Protection Agency (USEPA), US Army Corps of Engineers (USACE), IL Department of Natural Resources (IDNR), IL Department of Agriculture (IDOA)
- Reviewed Alternatives to be Carried Forward and Preferred Alternative
- Refinements to minimize impacts
 - » Studied 18' Raised Median vs. 28' Raised Median between River Birch and Ames
 - » Extend 28' Raised Median with 11' Lanes North to Bull Valley Road
 - » 11' Lanes continue through north section, Bull Valley to John Street
- Preferred Alternative Concurrence by USEPA, USACE, and IDNR. Pending USFWS and IDOA.



Summary of Env. Interest Group Meeting

- January 15, 2014
- Presented Environmental Resources in Project Area, Minimization / Mitigation Efforts, and Best Management Practices (BMPs)
- 26 Attendees including:
 - » USEPA, USACE, USFWS, Silver and Sleepy Hollow Creeks Watershed Coalition, Sierra Club, Village of Prairie Grove, City of Crystal Lake, Land Conservancy of McHenry County, McHenry County Conservation District, Nunda Township, Terra Cotta Realty
- Comments / discussion include:
 - » Chloride impacts to groundwater and surface water
 - » Salt spray impacts to wetlands
 - » Two-stage channel design for Squaw Creek meandering (secondary filtration)
 - » Wetland mitigation at Sternes Fen
 - » Re-use of wood resources from tree removal

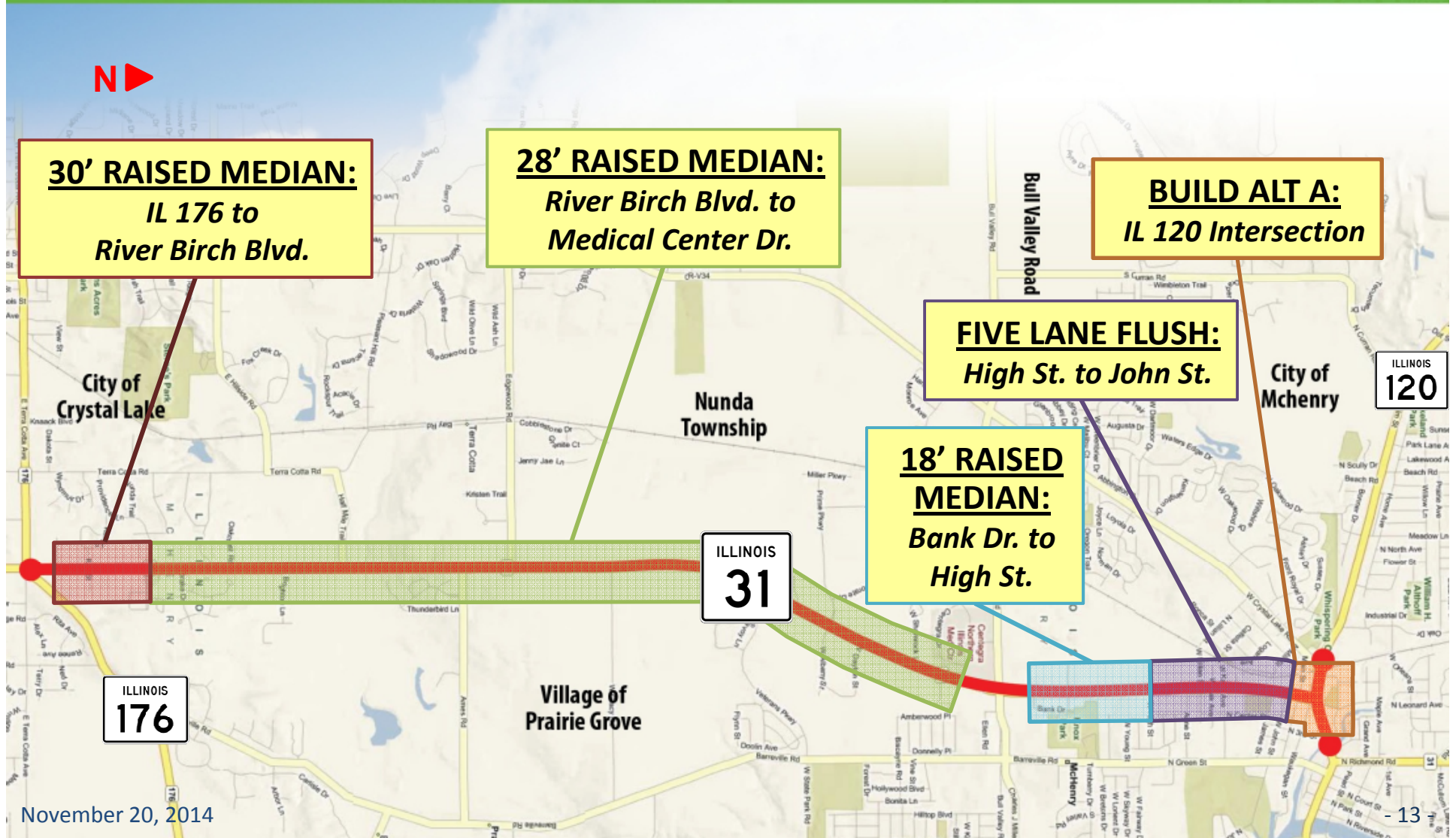


Technical & Environmental Studies

- Intersection Design Studies (IDSs)
- Drainage / Hydraulic Studies
 - » Location Drainage Study (LDS)
 - » Sleepy Hollow Creek Hydraulic Report
 - » Unnamed Tributary to the Fox River Hydraulic Report
- Traffic Noise Analysis
- Tree Evaluation
- Environmental Surveys
 - » Eastern Prairie Fringed Orchid (EPFO)
 - » Blanding's Turtle
 - » Northern Long-Eared Bat (NLAB)
 - » Avian



Preferred Alternative



Preferred Alternative (South)

28' Raised Median

River Birch Blvd. to South of Bull Valley Rd.

Key Features / Benefits

Two 11' Through Lanes in Each Direction

Barrier Median for Safety

28' Wide Median Accommodates Dual Left Turn Lanes

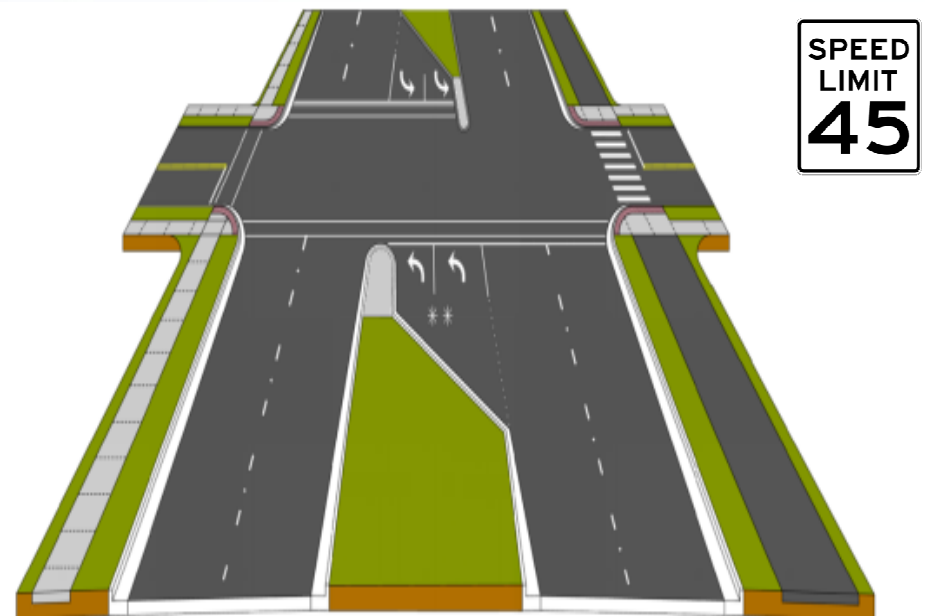
U-Turns Feasible at Median Breaks

Sidewalk and Shared-Use Path

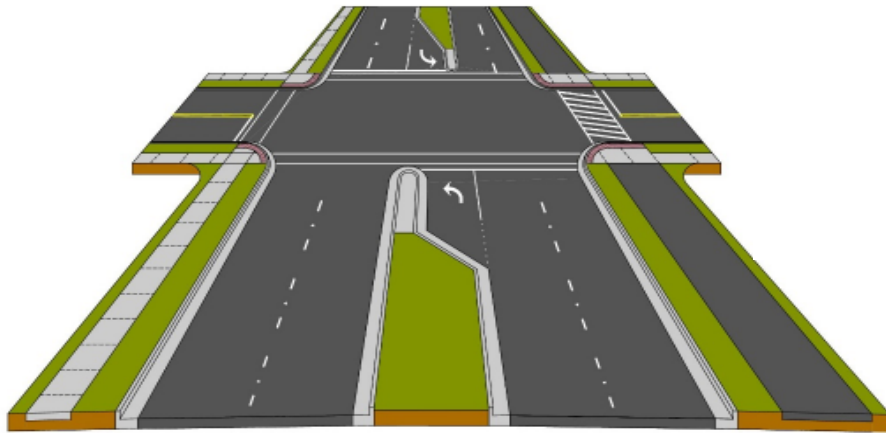
Min Impacts to Environmental Resources – Retaining Walls at Various Locations

Outside Ditches or Swales

BMP Opportunities



Preferred Alternative (North)



18' Raised Median
North of Bull Valley Rd. to High St.

Key Features / Benefits

- Two 11' Through Lanes in Each Direction
- Turn Volumes Require Single Left at Intersections
- Barrier Median Provides Greatest Safety Benefit
- Includes Sidewalk and Shared-Use Path



Five Lane Flush Median
High St. to John St.

Key Features / Benefits

- Two 11' Through Lanes in Each Direction
- Turn Volumes Require Single Left Turns (LT/TWLTL)
- Flush Median Addresses Business and Community Input
- Includes Sidewalk and Shared-Use Path

Preferred Alternative (IL 120 Intersection)

Key Features

Minimum Impact Alternative – 2 Commercial Buildings (Damage to Remainder of Property)

Dual Left Turn Lanes With Barrier Median on East Leg

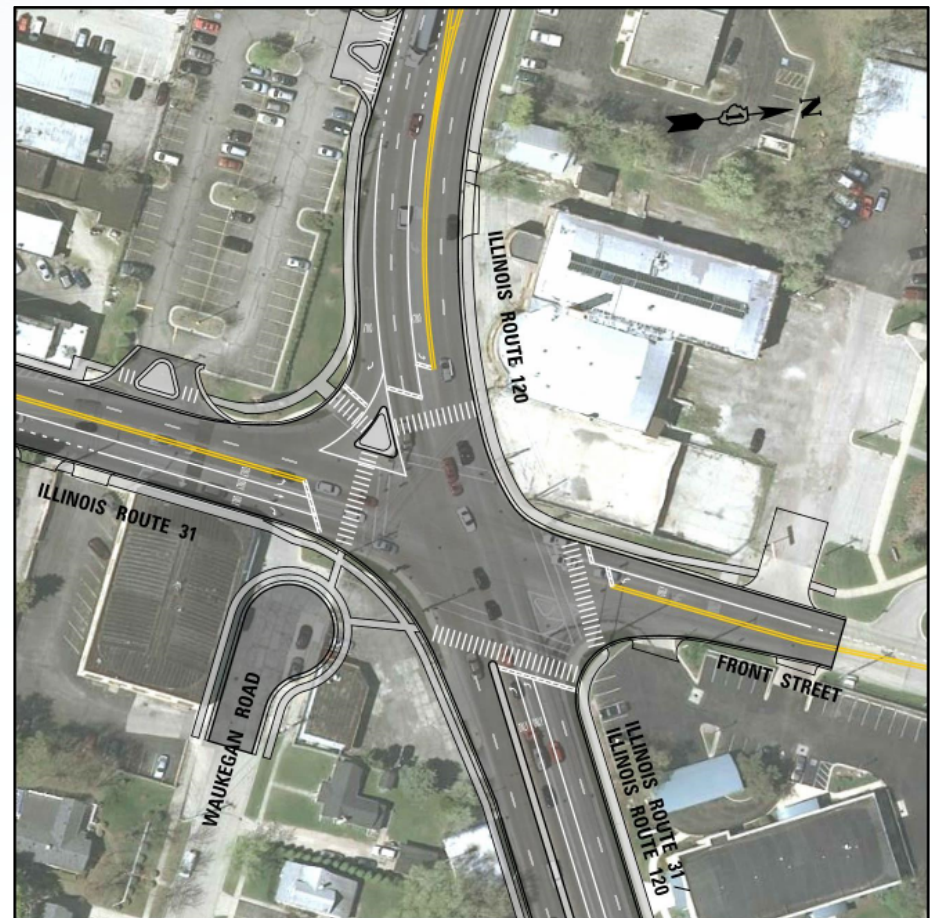
Narrow 10', 10.5', & 11' Lanes

Waukegan Road Cul-de-sac

Eliminates On-Street Parking

U-Turns Feasible Only for WB Traffic

Includes Sidewalk, But No Shared-Use Path



Preferred Alternative

■ Impact Avoidance and Minimizations

- » Urban roadway section (Curb & Gutter)
- » Alignment Shifts at Seep and Cemetery
- » 11-foot Through and Turn Lanes
- » Reduced Median Width
- » Eliminate U-Turn Bump-Outs
- » Retaining Walls

■ Drainage and Best Management Practices (BMPs)

- » Bioswales and Vegetated Ditches
- » Infiltration Trench
- » Wildlife Crossings (8 Locations)
 - Natural Bottom Waterway Crossings (4 Locations) & Embedded Box Culvert (4 Locations)
- » Squaw Creek Meandering with Riffle Pools
- » Detention / Water Quality Ponds
- » Unnamed Tributary Improvements



Preferred Alternative

- Environmental Impacts Summary:

Criteria	Impact Amount
Displacements / Structure Acquisition	1 - Residence 2 - Businesses
Right-of-way	61.8 acres
Wetlands	19 Sites, 1.44 acres
High Quality Aquatic Resources	4 Sites, 0.27 acres
Floodplains	6.68 acres
Threatened and Endangered Species	0
Oak Trees	59
Parklands (Section 4f)	0
Cultural Resources / Cemeteries (Section 106)	0

- Estimated Construction Cost: \$66.9 Million (does not include land acquisition)



Residential/Business Acquisitions



Wetlands Impacts

Design has been modified to avoid wetland impacts where practicable.

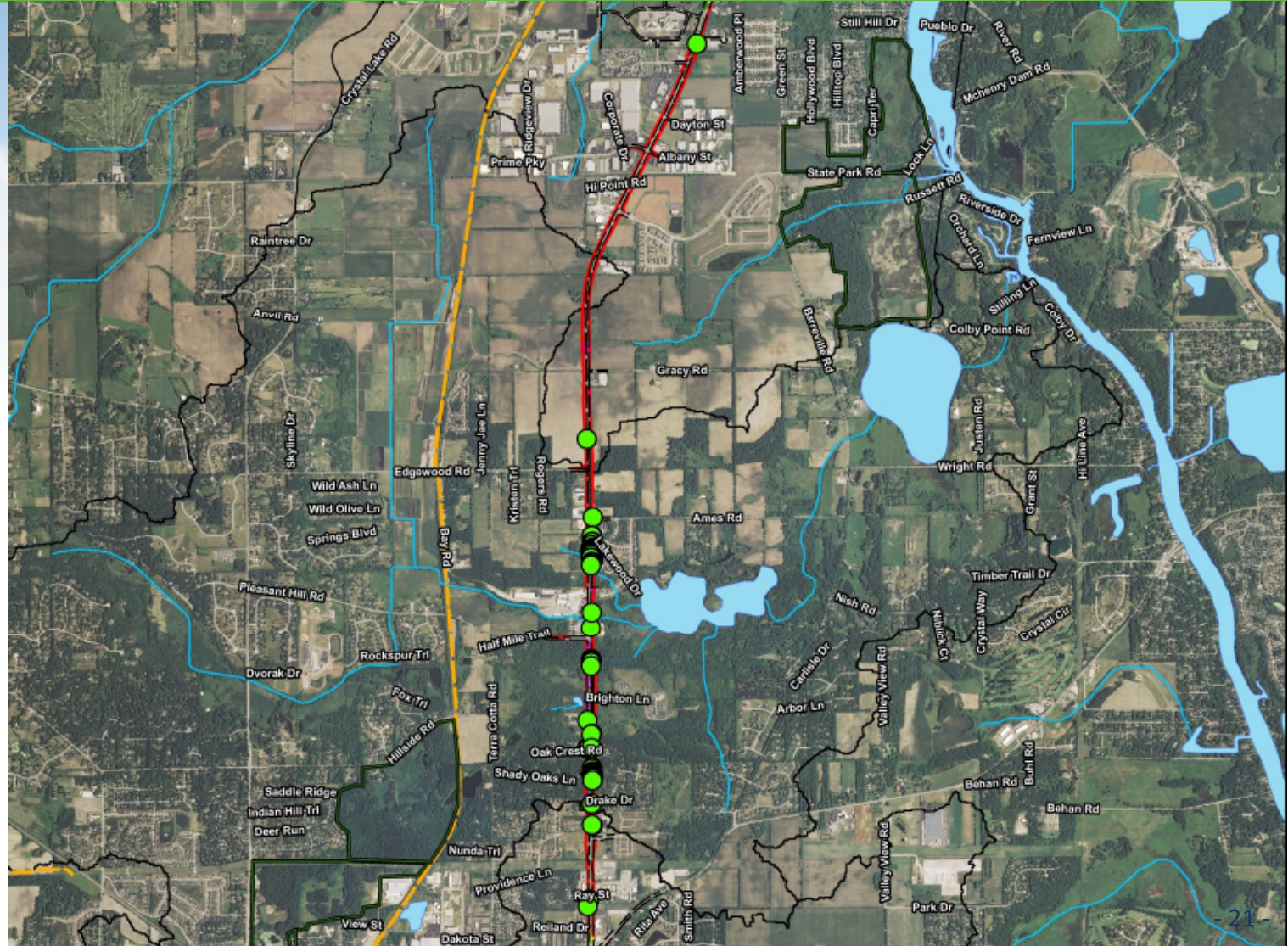
- No seep wetland impacts
- No wetlands with FQI > 20 impacted
- 19 total wetlands impacted (1.4 ac)
- Four ADID/HQAR wetlands impacted (0.27 ac)
- Mitigation with USACE/Section 404
and the Illinois Interagency Wetland Policy Act



Oak Tree Impacts

- **59 Oak Tree Impacts**

- Approx. 5,400 total tree impacts
- Tree replacement will follow IDOT policy
 - Native IL species
 - Replacement ratio 1:1 or 3:1 seedlings
- Tree replacement locations to be coordinated with local jurisdictions



Traffic Noise

- Receptors in 43 areas were studied for potential noise impacts
 - » Future Build noise impacts projected for 22 receptors
 - » No barriers found “reasonable and feasible”:
 - Building setbacks
 - Insufficient noise reductions
 - Cost effectiveness



Workshop

- Review Preferred Alternative Plan
- Review Environmental Resource and BMP Map
- Report Back to Group for Summary and Next Steps



Summary

- Preferred Alternative Plan and Environmental Resource Map developed through extensive coordination with Local Agencies and Environmental Interest Groups
- Public Concerns Addressed, as feasible
- Environmental and Property Impacts Minimized, as feasible
- Received Preferred Alternative Concurrence from NEPA/404 Agencies
- Project Purpose and Need met
- Any questions or comments?



Next Steps

- Local Agency Meetings
- Environmental Assessment
- Public Hearing
 - » Anticipated Spring 2015
 - » Obtain public input on the preferred alternative
- Complete Phase I Study
 - » Address comments from public hearing
- Contract Plan Preparation (Phase II)
 - » Land Acquisition (Phase II) and Construction (Phase III) not in Department's FY 2015-2020 MYP





Thank You!

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ROUTE 176 TO ROUTE 120

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